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Hongkong, 4th October, 1903.



## BISHOP ON OPIUM.

## A PUBLIC SIN.

Any morning the Bishop of Victoria in St. John's Cathedral on "Public Sin and the Opium Trade." Taking for the theme of his sermon "If they thought of offending thee," he said that there were many people who questioned the morality of the opium trade. Very few people, however, lived up to its standard and the majority adopted a standard which they considered more in accord with their surroundings. After pointing out the unwisdom of lowering the standard his Lordship asked if it were applicable to national life. Surely there could be only one answer to that question. The whole Bible, especially the Old Testament, constantly enforced the duty of righteousness. Righteousness, said Solomon, exalteth a nation, but sin is a reproach to any people. Proceeding he said: "I want to apply these principles to the question of the opium trade. It is a question which has been brought into considerable prominence this year both in England and Hongkong, and also in other parts of the world. There are two aspects of this question so far as we are concerned. There is the imperial aspect, that which naturally attracts the chief attention at home and which should also interest us here as being members of the empire. Then there is also the local aspect, which ought certainly to have our careful consideration as affecting the public morality of the Colony in which we live. The imperial question is whether the Indo-Chinese opium trade should be continued. The local question relates to the manner in which the opium trade should be conducted in this Colony. The two questions are distinct one from the other. Let us therefore treat them separately. With regard to the Indo-Chinese opium trade, it will be out of place to enter here into a discussion of the history of this trade in the past or to enquire as to how far it is true that the opium trade was forced on China at the point of the bayonet. It is not of the past I wish to speak. I confine myself now to the present. Twice within the last fifteen years the House of Commons has affirmed its conviction that the Indo-Chinese opium trade is morally indefensible and has requested the Government to take steps for bringing the trade to a speedy close. During these fifteen years the Government has done nothing to carry out the moral conviction of the House of Commons, chiefly, it is stated, because of financial reasons. Seventy years ago the House of Commons came to the conviction that the slave trade was morally indefensible, and in the year 1833 the nation paid down twenty millions sterling in order to rid itself of that sin. Has the moral sense of the nation become so blunted during the last seventy years that it will not for financial reasons do away with that which it confesses to be wrong? I can understand, though I deplore, the weakness and the inconsistency of the individual who cannot bring himself to give up some sinful habit, such for instance as gambling, that he knows to be morally indefensible. I know many people sympathise with the wretched condition of hundreds of thousands of Chinese who are bound down by the opium curse, who deplore the evil and the misery which it entails upon themselves and upon others, but who cannot summon up moral strength to break the chains with which they are held and cast the evil thing away. Only last February a medical friend of mine received an invitation to go down to a Chinese village to help in curing every opium smoker in the village. The whole community had decided to get rid of the accursed thing. With the help of the doctor all the opium smokers in the village, eighty in number, were cured of the habit, and the village elders cleared away every vestige of opium, every sign of an opium shop out of the place. We all know that there are literally hundreds of thousands—I believe I may say millions—of people like that, slaves of vice longing to be free, but unable to break the chains that bind them. With such people I can sympathise. Again I can understand, though I cannot sympathise with, the cynical attitude of the Singapore opium farmer who said with regard to the opium farm there: "Speaking for my conscience I am dead against the opium business, but if the law calls for tenders I will take advantage of the law, I will make money by it." I can understand that man's attitude, for he knew nothing of the Sermon on the Mount. I confess I don't understand the attitude of a strong and wealthy Christian nation which for the sake of money persists in this trade which it confesses to be morally indefensible and tries to cover its sin by saying that poor weak distracted China must take the initiative to stop the accursed thing. . . . To us, the English nation, the question ought not to be what does China want or what will China do? but—Is this trade right, or is it wrong? The trade increases the incalculable misery of millions of our fellows, and tends to a grievous deterioration of a noble race, and is indeed morally indefensible. I would pray for more grace that our nation should do what is right even if at the cost of plucking it out we cut off our right hand. Then with regard to the local question, the manner in which the opium trade should be conducted in this Colony, I cannot speak at length, I would speak with caution. In the close relationship in which we are necessarily one to another in this small community, there is special need to avoid anything which might cause pain to those who hold office and who are working for the good of the Colony. I do feel that the office which I hold in the Church of God makes it incumbent upon me to plead as strongly and as clearly as I can for the cause of righteousness, and I believe that those who have really considered the matter will agree with me when I

say that the present mode of conducting the opium trade in this Colony is morally indefensible. It is, I think, open to question whether any government is ever justified in farming out its revenue. In the case of the opium farm it must have an evil tendency. It must tend to the increase of the opium vice. It involves the shirking of responsibilities on the part of those who ought to control it. It places great powers, which we know are liable to abuse, in the hands of private individuals instead of being in the hands of duly appointed government officials. It has been defended, it is true, sometimes for the sake of the revenue, sometimes on the ground that government control is difficult and involves considerable expense. But the question is not whether the revenue would suffer. No one would suppose that prohibition is to arrive at once. The most that can be hoped for is its gradual reduction. . . . The main question for us ought to be, is this thing right? If as I believe most of us agree that this mode of conducting the opium trade here is not right then surely it is our duty to endeavour to get rid of it, whatever the cost may be. Whether we consider the nation, the colony or the individual it is true with regard to all that righteousness exalteth and that sin is a reproach. May God in His mercy stir the heart of our nation, so stir the heart of our colony, that the reproach of this opium trade may be put away, and may He so stir the heart of each individual in this church to-day that we may all realise by God's grace the power of God's holy spirit working in our heart to put away sin not only in our public lives but in our private lives, even though it be at the cost of plucking out of the individual or the Government the right hand.

## FRENCH INDO-CHINESE RAILWAY.

An account of a journey recently made by the British Consul at Hanoi (Mr. T. P. Carlisle) from Hanoi to Yunnanfu, is interesting. The railway from Yenchow to Laokai was opened to public traffic on 1st February, putting thereby the frontier of Yunnan into railway communication with Haiphong, the port of Tongking. After reaching Laokai Mr. Carlisle proceeded along the Nam Pi valley to Mongtse, which is the terminus of the Indo-Chinese railway, and continued along the route of the railway to Yunnanfu. On his return he took the route via Manao and the Red River, which has been the usual route for travellers between Tongking and Yunnan. This, he says, will doubtless be gradually abandoned in favour of the Nam Pi route as the railway advances along the latter. The consensus of opinion seems to be that the line will probably be completed for traffic in three or four years. A closer estimate cannot be given and even this depends upon the continued absence of any causes that might interfere with the supply of labour. When it is opened Mr. Carlisle fully anticipates that it will carry a considerable import into Yunnan of goods from Hongkong. Foreign goods in transit through Tongking have to pay only 30 per cent. of the French general tariff. In addition to this they would have to pay, of course, the Chinese import duties.

Mr. Carlisle continues: But even granting that the districts of Yunnan lying south of the capital receive the bulk of their foreign imports by way of the railway, will such traffic be sufficient to make the latter pay in view of what it will have cost by the time it is finished? Local French opinion seems now to doubt it, and to hold that railway connection between Yunnanfu and Szechuan will have to be provided somehow to give sufficient traffic to the Haiphong-Yunnanfu line. If one regarded the actual course of the railway alone, one would have little hesitation in coming to this conclusion also. The portion from Laokai to Mongtse (164 kilometres) contains no promise of future trade whatever. From Mongtse northwards, the prospect is considerably brighter. But still a great part of the course of the railway lies through unproductive country, such as the narrow valleys and gorges of the Poi Ta Ho. Had I left Yunnan, having seen only the course of the line, I should have gone away with the impression that it was a country too poor to make it worth while to build railways in it. But my return journey by the route on the west of the river showed me that there was a considerable population there within easy reach of the line, and I understand that there is a similar belt on the east. Between these two regions and with the country immediately on its route, together with the more remote parts of the province, which are sure to contribute a certain amount of traffic in time there should be enough business for the railway. There should be enough business for the railway, provided that the French Customs-house and railway officials do not hamper traffic with heavy duties and freights and vexatious regulations. I still do not regard Yunnan as a rich country, but of course, I have only seen a portion of it. I may possibly contain great mineral wealth in the hills and mountains with which a great part of it is covered, but this remains to be proved. I believe that Monsieur Lantou, Chief de Service des Mines in the Public Works Department of Indo-China, has expressed an opinion unfavourable to the idea of the great value of Yunnanese mines. (The tin of Ko Chia is, of course, a valuable asset.) Whether or not there is enough wealth in the province to make the Yunnan railway a financial success, I have no doubt that there is enough to purchase a considerable quantity of foreign goods when they can be brought up by train in two or three days' journey from Haiphong instead of having to submit to the cost and risks of the long voyage overland or by the Red River, and I confidently expect, therefore, a large increase in the import of foreign goods into Yunnan. I make no doubt, too, that a large proportion of these goods will be of British origin and imported from Hongkong.

## SHANTUNG RAILWAY.

The Shantung Railway Company reports that in 1905 the traffic showed a sufficient development, while in 1904 there was an average weekly traffic of 10,748 passengers and 4,695 tons of goods, for 1905 there were 15,452 passengers and 5,971 tons of goods. In 1905 the total traffic amounted to 803,527 passengers (558,868 in 1904) and to 310,482 tons (179,270). Among the goods coal takes the first place with 138,115 tons in 1905 and 68,921 tons in 1904. Also it may be mentioned that of agricultural produce from the interior, and as beans, oil, cotton, earthenware, straw plattings, etc., continually larger quantities are transported. The financial result has been an income of 1,912,296 Mox. dollars, against 1,349,047 Mox. dollars for 1904. After writing off m.50,000 on stocks, and after giving m.300,000 to renewal purposes there remains net profit of m.2,063,275, out of which m.103,179 are applied to special reserve, while m.1,755,000 are distributed as a dividend of 81 per cent. on the paid-up share capital of m.54,000,000.—Far Eastern Review.

## VOLUNTEER TROOP GYMKHANA.

## A SUCCESSFUL INNOVATION.

Of the most enjoyable events that have taken place on the Happy Valley one was the Gymkhana of the Hongkong Volunteer Troop, which was held on the football ground on Saturday afternoon. Two post-nominals gave the competitors more time to perfect themselves in the interesting and exciting events which combined to make an excellent programme, and when they appeared on the field on Saturday, in the pink of condition, they displayed a skill and prowess which delighted the large concourse of spectators. The weather was perfect, and as a result the number of ladies in attendance was larger than is usually the case, the football stand being comfortably filled. H. E. the Governor was present, also Sir Francis and Lady Piggott. Light refreshments were served in a marquee, also on the open space fronting the stand, and the gallant members of the Troop, which mustered in full force, neglected no opportunity which could have been taken advantage of to better the good time which they had decided, and successfully, to give their visitors. The West Kent Band, under Bandmaster McKelvie played musical selections during the afternoon, and the judges, Lieut. Colonel Atkinson and Major Fitchard, R.A., commandant of the H.K.V.C., carried out their duties to the satisfaction of all concerned.

The events resulted as under:—  
Tent pegging by half-sections. Two runs for all competitors, after which judges will call for further runs if necessary.  
Lieut. Ross and Sergt. Moxon . . . . . 1  
Troopers Clarke and Hickman . . . . . 2  
Troopers W. S. Dupres and . . . . . 3  
R. F. C. Master

In this event the number of marks that could be gained for each run was twelve, and the judges could, if they thought a competitor was not riding at a sufficiently rapid pace, disqualify him. There were no disqualifications, however. The riders gave the ponies free rein and encouraged them with a touch of the spur. The pegging on the whole was good, and Lieut. Ross and Sergt. Moxon deserved their win. Lemon-cutting with swords. Competitors had to start from the "slope," engage, and make cuts one and two on the right, slope swords. Each competitor was allowed two runs unless the judges called for a third.

Trooper W. S. Dupres . . . . . 1  
Trooper R. F. C. Master . . . . . 2  
Sergeant G. C. Moxon . . . . . 3

The heats in this event were decided on Thursday, so that the number of competitors on Saturday was reduced to five. They were Sergeant G. C. Moxon, Corporal L. Murphy and Troopers W. S. Dupres, J. E. Gresson and R. F. C. Master. Three points were allowed for each sliced lemon, and one each for touch, style and pace. Master and Dupres were going strong for the honour of victory which was pronounced in favour of the latter when, in his second attempt, he cut both lemons in half amid great applause.

Heads and Posts. Competitors had to start from the "slope," engage, "assault," cut one and point one on the right, cut four and point four on the right, slope swords. Two runs for each competitor. Third runs only for those called for by the judges.

Trooper H. E. Hickman . . . . . 1  
Trooper E. F. C. Master . . . . . 2  
Trooper H. B. Blason . . . . . 3

Four posts were erected on the field some distance apart, and on top of each of these was placed a Turk's head. The competitors were required to sever the vegetable while at the gallop. Sergeant Moxon must have been in bad form indeed, for of the four Turk's heads Trooper Hickman, the winner, took three of the four neatly, and was applauded for his effort. Trooper Blason hit three, but his style and pace not being equal to that of Trooper Master, he had to forego second place, which was given the latter.

Lead Pony Race. Competitors to ride one pony and lead another (both saddled) over a figure eight course.

Trooper W. S. Dupres, leading Lieut. Bratton's pony 1  
Trooper E. G. Ferguson, leading Trooper Walker's pony 2  
Trooper B. James leading Trooper Morton-Smith's pony 3

LADIES' NOMINATION RACE.—Troopers to be nominated by a lady. Ladies to line up in front of grand stand. Start from a point indicated, ride up to flag, dismount, and lead pony by headropes up to lady, and hand her over to another lady, who will dismount and lead pony with all buttons off, and chain shoulder straps unhooked, then retire to flag and stand to your pony. Lady to put in buttons and fix on straps, and when finished to signal to her partner, who will double up, put on tunic, button it up and hook collar, return to flag, then tie up headropes, mount and ride round course to be pointed out. First home with tunic and headropes to the satisfaction of the judges to win.

Trooper R. F. C. Master, nominated by . . . Miss Master 1  
Trooper W. S. Dupres, nominated by . . . Mrs. Fitchard 2  
Trooper E. A. Hankey, nominated by . . . Mrs. E. J. Barrett 3

The ladies were expert at attaching the buttons and shoulder straps to their nominees' tunics, and did not keep them long in suspense. Dupres was first past the winning post, but as his pony was too tightly to allow him to fix the head rope properly, he lost to Master.

Victoria Cross Race. Entries in pairs. Odd number to represent a wounded man, and to lie down at a point indicated. Even number to gallop up to his wounded comrade under fire, assist him to mount behind his own saddle and return to winning post.

Troopers G. K. Hall Bratton and W. S. . . . Dupres (wounded) 1  
Sergt. G. C. Moxon and Trooper C. G. . . . Moxon (wounded) 2  
Troopers H. E. Hickman and . . . H. Dorrington (wounded) 3

The "heroes" had to face a withering rifle fire, provided by a number of the West Kent regiment, gallop across the battlefield and bear their wounded comrades to a place of safety. Although the competitors enjoyed the fun the ponies were not so ready to face "the thin red line." But they did it. After the first volley they took things quietly enough, and the race ended as stated.

Running and Leading race. Entries in pairs. Course rectangular, angles, say, A, B, C, D. On the word "go" the even number will lead his partner's pony round course ABC, keeping flags on his right hand, the odd number will run across the ground from A to C. At C the even number will dismount, hand both ponies to his partner, and run across the ground from C to A. The odd number will mount his own pony and lead the other round course CDA, keeping flags on his right hand. At point A the even number will mount his partner, mount his own pony and ride as a half section to winning post. First half section past the post having complied with foregoing conditions to win.

Troopers W. S. Dupres and G. K. Hall . . . Bratton 1  
Corpl. L. Murphy and Trooper R. F. C. . . Master 2

Troopers C. G. Mackie and W. G. Clarke . . . Balachava Mella. To be competed for by half the Troop versus the other. Leaders will be selected, and they will select the teams by lot. No spurs allowed. Competitors will be provided with dummy swords and cockades, half the Troop blue the other half red. The object of the competition is to knock off your opponents' cockades. Opponents' ponies may not be hit, competitors must keep within bounds, and retire at once when cockade is knocked off.

The troops in this event lined up as under:—  
Blue.—Lieut. Ross (in command), Troopers Walker, Blason, Hinchman, Bratton, Stewart, Clarke, Leafe, Dupres and Dorrington.

Red.—Sergeant Moxon (in command), Corporal Murphy, Troopers Anderson, Hankey, Master, Forbes, J. E. Gresson, C. G. Mackie, H. F. Hickman and Kent.

The blues routed the reds in this event by superior tactics. They rode in wedge formation, and split the reds. One by one warriors of the red cockade were laid low until only Mr. Gresson survived, and had to defend himself against eight of the blues. For three or four minutes he kept his opponents at bay, but eventually numbers told and his cockade passed from his head.

At the conclusion, H. E. the Governor congratulated members of the Troop on the success of their undertaking, and referred to the exercises which were useful in nature. He then proceeded to present the prizes to the winners, after which he called for three cheers for the Officer commanding the Troop, and his call was fittingly responded to. Messrs. M. Stewart, F. B. Deacon, W. G. Gresson, G. C. Moxon, and C. H. Moss presented the prizes to the Troop.

## SOUTH MANCHURIA RAILWAY COMPANY.

## THE SHIPPING PROPOSALS.

The publication of the Articles of Association of the South Manchuria Railway Company, which provides that the company should carry on a shipping business, has created alarm in shipping circles. A Tokyo dispatch states that the capital of the shipping business is fixed at ¥10,000,000, a sum large enough to conduct one of the leading steamship companies of the world. The South Manchuria Railway Company will endeavour to obtain freight and passengers for the return voyage of the steamers to be used in carrying coal to China ports, and may also operate services between Japan and Tairen. When the steamers of the South Manchuria Railway Company commence to run on this line the Tairen service of the Osaka Shosen Kaisha, the North China line of the Nippon Yusen Kaisha, and all other steamers engaged in Chinese coasting trade will be seriously affected. Shipping circles in this country are therefore looking forward to the opening of the South Manchuria Railway shipping service with considerable anxiety.

Dr. Furuchi, late President of the South Manchuria Railway Company, has been nominated Vice-President of the South Manchuria Railway Company.—Japan Chronicle.

## THE BEHRING SEA INCIDENT.

Telegrams to Japanese newspapers give the following, to which we may add that the Japanese reported to have insisted independent enquiries.

The American Government is awaiting the full report concerning the killing of the Japanese seal poachers. It is considered that America should pay compensation, if the Japanese did not offer resistance. Authorities on International Law clearly state that fishery patrols have no right to kill poachers unless they resist them.

A security has been held in Alaska concerning the Japanese poachers. The Court secured statements from the Japanese and the proceedings were adjourned sine die. The American Government will not allow the Japanese to be convicted until the facts have been fully reported. It is probable that they will be punished on charges of having entered prohibited waters. The authorities concerned hold that the Japanese should not be regarded as pirates. The affair will not cause any public excitement. The papers regarded it very calmly. It is probable that the American and Japanese Governments will treat the question only as a violation of the law by individuals. No international trouble will take place. President Roosevelt has instructed the patrol vessels to take measures to prevent seal poaching on the Alaskan islands. The Japanese Embassy at Washington has not made any representations to the Government concerning the matter. Councillor Miyake has called at the office of the Secretary of State, but his visit was only for the purpose of obtaining the official report from Alaska. The officials showed him a report from Mr. Sim, Solicitor to the Alaska Department of Commerce and Labour. The same report has been sent to the American Ambassador at Tokyo.

A young Italian printer named Cava has invented a method of type-setting by telegraph. He copies the Hughes instrument with a monotype composing machine, and instead of the message being printed on the tape of the receiving apparatus, perforations are made on the monotype paper bands. Completely successful experiments have been made with the new invention.

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## "THE PERIL OF GOOD GOVERNMENT."

A keen intelligence in the Outlook writes:—It was a saying of Frobenius that free peoples cannot govern subject-races. The dictum may be variously interpreted. Mr. Bryan, for instance, used to take it as meaning that the Americans could not govern the Philippines without themselves becoming less "free." But we prefer to read into it a wider and less dubious significance than that. The conscience of a democracy forbids it to be liberal at home and autocratic abroad. It has an inclination which is one of sentiment rather than of thought towards treating all politics and peoples as so many problems in algebra, to be fixed by fixed formulae. The formulae it brings to their solution are the principles, the institutions, the political instinct to which it is used and on which it has thrived at home. Thus the House of Commons, if it were not restrained by a happy mixture of ignorance and indifference, would govern India as though the great dependency were a larger Yorkshire. Thus the Americans are ruling the Philippines in full and almost fanatical accordance with "Jeffersonian doctrine." Thus the French base their colonial policy on "the principles of 1789." "It is because," said Jules Ferry, "we have believed in the universal virtue and almost magic property of our laws, of our institutions, of our administrative processes, that we have adopted so many false measures in Algeria," and M. Paul Leroy-Beaulieu not long ago was satirising the national failing, "which consists in judging African and Asiatic affairs from the same judicial or administrative point of view as if it were a question of a commune in metropolitan France." The Holy Alliance marked the last gasp of proselytising absolutism, but modern democracies are as zealous missionaries and as bent upon forcing all with whom they come in contact to see things through their own spectacles as were ever the old autocracies. No democracy will ever believe that its meat can be another people's poison, or that all nations would not prosper equally well on the regimen that has changed to suit itself. By following out this theory in India we have produced a system of government that is half Liberal and half despotic, too weak to be congenial to Oriental instincts, too autocratic to be altogether acceptable to Western Radicalism. We have insisted upon India freedom of the press, the right of public meeting and debate, the jury system and representation on municipal councils and we have done so not because these things were wanted in India but because we are accustomed to them in England. The ultimate justification of our presence in India, as in Egypt and the Malay States, can only lie in our ability to help our wards to help themselves. The far-off but constant idea to which the people of England look forward is that all these dependencies may one day take their place as self-governing units in a great Imperial confederation; and the tenderness of our policies are sound or otherwise, just so far as they promote or hinder progress to that ideal. It would, from this standpoint, be well worth enquiring whether, and if so how far, our democratic innovations in India and Egypt are of a kind to encourage a consciousness, if not of nationality, at least of some underlying unity to which we may add that the beginnings of an eventual autonomy may. But there is another aspect of our position in India and Egypt which, especially after Sir Edward Grey's warning, ought just now to be emphasised. We have admittedly brought the mechanics of Empire-making and Empire ruling to a pitch of unrivalled perfection. They are admirably designed and dispassionately applied. But with certain pre-oligarchical obtuseness we overrate the effects of our system and its material results upon the native mind. Our record, with all its mistakes, is brilliant, and we are rightly proud of it, but to expect from it a harvest of loyalty and contentment among Indians and Egyptians is to betray our racial lack of dramatic sympathy. We have imposed peace, we have established order; we have dealt out even-handed justice among the people under our rule; we have increased their material prosperity, educated them, fenced with innumerable securities their persons and property, and preserved to them, with as little interference as possible, their social and religious customs. And for these benefits we look for their eternal gratitude, if not for their eternal affection. No error of sentimentalism could well be greater. We have to realise that our very success increases our difficulties and that good government, the longer it is maintained, becomes more and more an established and normal condition and less and less a special ground for gratitude. Among a generation that has known nothing else justice is no novelty, security is taken for granted, while prosperity and education create more aspirations than they satisfy. It is as true today as ever that when men are fat they kick against the pricks. All we have done for Egypt, as the Foreign Secretary in due reminder us, would avail nothing if the dormant hope of domination that is instinct in Islam were again to be roused and turned against us. It is lamentable, but hardly to be denied, that the government of Orientals is easier and produces, if not loyalty, at any rate more assent when they are poor, abject and disheartened than when prosperity has been imposed upon them by an Occidental administration.

We are nearing a moral crisis in our Imperial rule. We are beginning to see that the secret of its success hitherto may prove

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The secret of its failure hereafter. Macaulay in his unhesitating way ascribed the decline of the future to bad government. A Mearns of the future may conceivably find reason to ascribe the downfall of the British Raj to too much good government. The better the government, indeed, the more amply does it provide the means for its overthrow. The mere fact that our rule in Egypt and India is a material success implies that it is creating the conditions most favourable to its resistance. Nor is that by any means the only resistance which confronts us. It appears to be the fact that, in spite of or because of the introduction of democracy into India, the gulf between rulers and ruled was never wider than to-day. The British Raj has at no time seemed in native eyes to rest more obviously on the sword's point: and among those who are engaged in the daily work of Indian administration there is an increasing suspicion that their isolation as a ruling race is every year more complete. . . . he more Anglo-Indian in the more alien we become to her. For the decisive personal autonomy of the past we have substituted government by system, and those who work the system are more and more separated from the people by intervening clouds of native officials. They are tied, moreover, to the telegraph at Simla or Calcutta, they are more than ever immersed in despatch-writing and mere administrative routine; and with Europe brought next door to them by steamer and cable, they look upon India less as a home than as a temporary workshop. That does not indeed prevent them from going to the day's task with admirable zeal, regard and kindness; but it does prevent them from acquiring a real knowledge of the native mind, and from forming those sympathetic relations to the people of their district that were the saving clause of the old system. And while our own sphere of influence contracts, that of native opinion expands. By teaching them English we have taught them to understand not ourselves but one another. We have thus provided them with an aid to solidarity, and therefore to agitation. The railways have made intercourse both possible and popular; the native press has stimulated an intellectual ferment; we are educating more men than we can find employment for, and thereby fostering discontent; the spread of manufactures quickens with a new impulse of mind and spirit all whom it reaches; and the rise of Japan has undoubtedly stirred the Oriental consciousness through the day's task with admirable zeal, regard and kindness; but it does prevent them from acquiring a real knowledge of the native mind, and from forming those sympathetic relations to the people of their district that were the saving clause of the old system. And while our own sphere of influence contracts, that of native opinion expands. By teaching them English we have taught them to understand not ourselves but one another. We have thus provided them with an aid to solidarity, and therefore to agitation. 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## NOTICE OF REMOVAL.

THE Undersigned has This Day REMOVED to No. 9, PEDDER'S HILL, H. M. H. NEMAZEE.

Hongkong, 27th August, 1906. [164]

## NAVY CONTRACTS 1906-7.

SEALED TENDERS, in duplicate, will be received by the Deputy Victualling Officer, until Noon on MONDAY, the 10th September, for the Supply of FROZEN BEEF and FROZEN MUTTON to H.M. Ships.

Forms of Tenders and Further Particulars can be obtained on application.

The right to reject the lowest or any Tender is reserved.

F. I. GELSTORPE,  
Deputy Victualling Officer,  
(in Charge).

H.M. VICTUALLING YARD,  
Hongkong, 24th August, 1906. [1637]

## A GRAND PROMENADE CONCERT

WILL BE HELD ON THE VOLUNTARY PARADE GROUND, ON SATURDAY, 1st SEPTEMBER, at 9.15 P.M.

TICKETS (52 and 51) may be obtained from VOLUNTARY HEADQUARTERS and from MESSRS KELLY & WALSH, LTD., Hongkong, 27th August, 1906. [1638]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, On WEDNESDAY, the 29th August, 1906, at 3 P.M., at No. 4, Beaconsfield Arcade, A QUANTITY OF HOUSEHOLD FURNITURE

And A SELECTION OF BIBLICAL AND HISTORICAL BOOKS (Particulars from Catalogue).

TERMS—As Custodian.

Mr. GEO. P. LAMBERT, Auctioneer.

Hongkong, 27th August, 1906. [1639]

## NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU," Captain Walters, will be loaded for the above places on SATURDAY, the 27th inst. For freight or passage, apply to NIPPON YUSEN KAISHA, LLOYD, MELCHERS & CO., Agents.

Hongkong, 27th August, 1906. [1640]

## NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

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Hongkong, 27th August, 1906. [1640]

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Hongkong, 27th August, 1906. [1640]

## INTIMATIONS

## HONGKONG JOCKEY CLUB.

THERE will be a MEETING of Members interested in Ordering Subscriptions for next Races at the Office of Messrs. JARDINE, MATHESON & CO. TOMORROW (TUESDAY), 28th inst., at 4.30 P.M.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 24th August, 1906. [1627]

## NOTICE.

WHEREAS it has been reported that I, the Undersigned YEONG TSO YUNG, am desirous of raising money by mortgage of my property, I HEREBY GIVE NOTICE that I do not desire to borrow any money and that I have not given any order or authority to any person to negotiate Loans on my behalf.

My Property is being managed by my Attorney, Mr. POONCHUNG MAN 潘鍾民.

of the UI LOONG BANK, 滙隆 and my Solicitors are Messrs. DENNIS & BOWLEY, and no other persons have any right to make any use of my name or to pledge my credit in any way.

WITNESS—

F. B. L. BOWLEY, Solicitor.

Hongkong, 23rd August, 1906. [1628]

## EVENING CONTINUATION CLASSES.

EVENING CLASSES for Instruction in Commercial, Engineering and Science Subjects will be held at QUEEN'S COLLEGE, commencing WEDNESDAY, 3rd October. Particulars and Prospectus may be obtained on application to the undersigned or at the REGISTRAR GENERAL'S OFFICE.

W. H. WILLIAMS, Organizing Secretary.

Hongkong, 17th August, 1906. [1590]

## THE PUBLIC HEALTH &amp; BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and report on the following matters, viz.:

- Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
- Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order, W. BOWEN-BOWLANDS, Secretary.

Hongkong, 7th July, 1906. [1381]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, R.N., will depart from Hongkong daily at 7.30 A.M., and from Macao at 2.30 P.M. On SUNDAYS the Steamer departs from Hongkong at 8.30 A.M., and from Macao at 6 P.M. (tide permitting).

FARES—(Week days) 1st Class (including cabin and servant), Single, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION at the following rates:

|                      |         |
|----------------------|---------|
| 1st Class, Single... | \$1.00  |
| With Cabin...        | \$2.00  |
| 1st Class, Return... | \$2.00  |
| With Cabin...        | \$3.00  |
| 3rd Class, Single... | 40 Cts. |
| Return...            | 60 "    |

Storage 20 cents each trip.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, 22nd June 1906. [21]

## MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MAKUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices.

AI, ABC 5th Ed., Western Union Codes used.

MANAGER, MITSU BISHI CO., with name of place under.

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG and HANKOW.

AGENTS—

YOKOHAMA: Messrs. ASADA, Esq. CHINKIANG: Messrs. GEARING & CO. MANILA: Messrs. MACDONALD & CO. SOLE PROPRIETORS of Takasago, Ochi, Shinano, Naniwa and Kani Yamen Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street.

## PUBLIC COMPANIES

## THE HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers, on SATURDAY, 8th September, at 12.30 P.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th August to 8th September, both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd August, 1906. [1629]

## GREEN ISLAND CEMENT CO., LTD.

## NOTICE.

IN Accordance with Article XVI. Section 7 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the Half-Year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the Register on that date.

Dividend Warrants may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 31st July, 1906. [1512]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share for the Six Months ending 30th June, 1906, declared at Monday's Ordinary Half-Yearly Meeting, will be Payable at the premises of the Hongkong & Shanghai Banking Corporation, on and after TUESDAY, 21st August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Building, New Prince Street, on or before FRIDAY, the 3rd August, 1906.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 21st August, 1906. [1612]

## RE THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## IN LIQUIDATION.

NOTICE IS HEREBY GIVEN that a FIRST DIVIDEND of TWENTY DOLLARS per Share out of the Profits Earned in the Liquidation of the above-named Company from the Thirtieth day of November, 1904, up to the Eighteenth day of October, 1905, is intended to be declared in the above matter, and that the same will be payable on the 2nd day of September, 1906, to the Shareholders in the above-named Company appearing in the Books of the Company on that date as the Registered Shareholders of the 1,250 Shares of and in the above-named Company.

Dated this 22nd day of August, 1906.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 22nd August, 1906. [1623]

## AUCTIONS

By ORDER OF THE MORTGAGEES, PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction, TO-MORROW (TUESDAY), the 28th day of August, 1906, at 3 P.M., at their SALES ROOMS, No. 3, Ice House Street, Victoria, Hongkong,

The following VALUABLE LEASEHOLD PROPERTY which will be put up for Sale in TWO LOTS.

LOT 1. All that Piece or Parcel of Ground situate at Victoria, in the Colony of Hongkong, and registered in the Land Office as Island Lot No. 1,603, together with the message or tenement thereon known as No. 4, WA HING LANE. The Property is held for the residue of the term of 99 years created by the Crown Lease thereof at the yearly rent of \$2.00.

LOT 2. All that Piece or Parcel of Ground situate at Victoria, in the Colony of Hongkong, and registered in the Land Office as Island Lot No. 1,604, together with the message or tenement thereon known as No. 3, WA HING LANE. The Property is held for the residue of the term of 99 years created by the Crown Lease thereof at the yearly rent of \$2.00.

Particulars and Conditions of Sale may be obtained of—

O. D. THOMSON, Vendor's Solicitor, 4, Ice House Street, and of the Auctioneers.

Hongkong, 26th July, 1906. [1475]

By ORDER OF THE MORTGAGEES, PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction, ON WEDNESDAY, the 29th August, 1906, at 12 o'clock Noon, at their SALES ROOMS in Ice House Street, IN ONE LOT,

THE VALUABLE LEASEHOLD PROPERTY

Registered in the Land Office as Section B and C of Sub-section No. 6 of Section A of Island Lot No. 120 with the Premises thereon known as Nos. 23 and 25 ELGIN STREET. The total area of the above property is 1,635 square feet. The total Crown Rent is \$3.94.

Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors, Messrs. DEACON, LOOKER & DEACON, 1, Des Voeux Road, Central, and from the Auctioneers.

Hongkong, 23rd August, 1906. [1625]

## TO LET

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.

Apply to—

H. N. MODY, Victoria Buildings.

Hongkong, 16th May, 1906. [1653]

## TO LET

NO. 2, OLD BAILEY.

Apply to—

ARRATON V. APCAR & CO., 45, Wyndham Street.

Hongkong, 8th August, 1906. [1971]

## TO LET

"NEW KINGSDALE," with Stables. Entrances in both Kennedy and Macdonnell Roads.

Owners will, if required, convert the Main Building into a Boarding House, with large Drawing and Dining Room Accommodation and 37 Bedrooms. CHEAP RENTAL.

For full particulars, apply to—

LINSTEAD & DAVIS, 11334

Hongkong, 28th June, 1906.

## TO LET

OFFICE ROOMS on Queen's Rd. Central; also a portion of European Dwelling House, Praya East.

For Rent and Further Particulars, apply to—

N. MODY & Co., 54 & 56, Queen's Road Central.

Hongkong, 8th August, 1906. [1546]

## TO LET

IN HOTEL MANSIONS.

SUITE of Three Rooms on 3rd Floor, with Bath Room, Pantry and Private Entrance, suitable for Offices or Chambers.

Apply to—

HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 20th July, 1906. [1443]

## TO LET

SHAMEN-CANTON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 8th July, 1906. [1377]

## TO LET

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 8th July, 1906. [1377]

## TO LET

"WOODBURY" GARDEN ROAD, Kowloon.

Apply to—

LEIGH & ORANGE, 1, Des Voeux Road.

Hongkong, 1st June, 1906. 501

## TO LET

NEW EUROPEAN HOUSES in Humphreys, Avenue and Caranvon Villas, Kowloon.

Apply to—

HEWAN & Co., 15 & 16 Connaught Road, West.

Hongkong, 1st August, 1906. [1506]

## TO LET

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd August, 1906. [1517]

## TO LET

HONGKONG CLUB.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906. [79]

## TO LET

TWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices. Anyone disposed to offer for the same please apply to—

C. H. GRACE, Secretary.

Hongkong, 28th Mar, 1906. [1156]

## TO LET

A COMMODIOUS SIX-ROOMED HOUSE with Garden at No. 35, Conduit Road. Immediate possession.

Apply to—

No. 9, Bellin's Terrace.

Hongkong, 17th May, 1906. [1081]

## TO LET

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906. [79]

## TO LET

"BROCKHURST," PEAK, Newly Painted and Colour-washed, with use of Tennis Court; contains 6 Rooms. Splendid view and well suited for a Bachelor's Mess.

CHURCH MISSION PEAK BUNGALOW (Furnished) from 1st October, 1906, to 31st May, 1907.

No. 1, BEACONSFIELD ARCADE, Corner House, facing the Parade Ground.

No. 57, PRAYA GRANDE, Macao.

FIVE ROOMS on Top Floor of 15, Queen's Road Central (over Caldwell, MacGregor's).

2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift.

ONE SHOP at BEACONSFIELD ARCADE.

HOUSES on the ROBINSON ROAD Level, Chasap Rentals.

73, WYNDHAM STREET.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 24th July, 1906. [1193]

## TO LET

NO. 2, MACDONNELL ROAD.

Apply to—

COMPTON'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. [80]

## TO LET

OFFICES in KING'S BUILDING and YORK BUILDING.

A HOUSE in WONG NEI CHUNG ROAD, GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIPLEY TERRACE, FLATS in MORRISON TERRACE.

"HAYTOR"—The PEAK. Immediate possession.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st March, 1906. [524]

## TO LET

A LARGE FURNISHED BEDROOM in a Cool and Airy Detached House, with Board in English Family, suitable for Married Couple or Gentleman. Spacious Verandah. Good View of Harbour.

Apply by letter to—

"H. H. H.," Care of "Daily Press" Office.

Hongkong, 17th July, 1906. [1398]

## TO LET

TO BE LET.

Apply to—

"H. H. H.," Care of "Daily Press" Office.

Hongkong, 17th July, 1906. [1398]

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Hongkong, 17th July, 1906. [1398]

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Hongkong, 17th July, 1906. [1398]

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Hongkong, 17th July, 1906. [1398]

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Hongkong, 17th July, 1906. [1398]

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Hongkong, 17th July, 1906. [1398]

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"H. H. H.," Care of "Daily Press" Office.

Hongkong, 17th July, 1906. [1398]

## TO LET

TO LET (Possession from 1st July, 1906).

NO. 13, GAGE STREET, 8-Roomed House, with a Godown.

Apply to—

E. A. & C. F. de CARVALHO, 14, Arbuthnot Road.

Hongkong, 18th June, 1906. [1270]

## TO LET

TO LET.

NO. 3, CONDUIT ROAD. Electric Light fitting, installed. Possession from 1st September, 1906.

Apply to—

H. M. H. NEMAZEE.

Hongkong, 9th June, 1906. [1232]

## TO LET

TO LET.

"IRANEE BUNGALOW," Kimberley Road, Kowloon. Tennis Court attached.

Apply to—

ARRATON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 14th July, 1906. [1414]

## TO LET

TO BE LET OR SOLD.

With Immediate Possession—in Waichai Road.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—

"K.," Care of "Daily Press" Office.

Hongkong, 30th May, 1906. [1177]

## TO LET

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Voeux Road; cool, quiet, and all modern conveniences. Telephone and Electric Light fittings installed. Apply—

REUTER, BROCKELMANN & Co., Prince's Buildings.

Hongkong, 20th March, 1906. [678]

## TO LET

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.

Floor Area, 6,100 square feet each.

Apply to—

JARDINE, MATHESON & CO., 256

Hongkong, 20th January, 1906.

## TO LET

TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon.

No. 5, GRANVILLE AVENUE, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD., Agents.

Hongkong, 4th April, 1906. [390]

## TO LET

TO LET.

THE ACACIAS and "THE GROVE," having 25 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed.

Apply to—

E. M. HAZELAND, No. 36, Queen's Road Central, or to WING-ON, Contractor, No. 34, D'Aguiar Street.

Hongkong, 19th July, 1906. [1436]

## TO LET

TO LET.

FOR a few months, a 5-ROOMED HOUSE on Mt. Gough.

Apply to—

S. J. DAVID & Co.

Hongkong, 25th July, 1906. [1468]

## TO LET

TO LET.

FURNISHED or UNFURNISHED ROOM, with Bathroom and Verandah attached. For further Particulars, apply to—

"M. X. Y.," Care of "Daily Press" Office.

Hongkong, 11th July, 1906. [1397]

## TO LET

TO LET.

A LARGE and SPACIOUS ROOM or OFFICE on the First Floor of No. 34, Queen's Road Central opposite the Post Office.

Apply to—

WONG CHU SANG, AT YEE SANG FAT & Co.

Hongkong, 25th August, 1906. [1632]

## TO LET

TO LET.

A N EIGHT-ROOMED HOUSE, with Garden, situated at No. 31, Pokfulam Road.

Apply to—

WONG TAI FONG, 24, Bank Buildings, Queen's Road.

Hongkong, 25th August, 1906. [1633]

## TO LET

TO LET.

BOOKBINDING.

"DAILY PRESS" OFFICE.



## SHIPPING.

## ARRIVALS.

ACHILLES, British str., 484, R. C. Thompson, 26th Aug. — Shanghai 23rd Aug. General. — Butterfield & Swire.

ALBION, German str., 4,300, H. Petersen, 24th Aug. — Shanghai 21st Aug. General. — Carlowitz & Co.

AUSTRIA, Austrian str., 4,879, A. Blaffer, 26th Aug. — Kobe 16th Aug. and Shanghai 22nd Aug. General. — Sander, Wier & Co.

CARL DIERCKHOFF, German steamer, 774, Schalken, 23rd Aug. — Hoihow 24th Aug. General. — Jenson & Co.

CHONGSHING, British str., 1,256, S. J. Payne, 26th Aug. — Tientsin via Chefoo 18th Aug. General. — Jardine, Matheson & Co.

COLOMBO MARU, Japanese str., 2,529, J. Nagao, 25th Aug. — Singapore 18th Aug. General. — Nippon Yusen Kaisha.

HAITAN, British str., 1,181, J. S. Roach, 26th Aug. — Foochow 23rd Aug. Amoy 24th and Swatow 25th. General. — Douglas LaPraik & Co.

HELEN, German str., 771, J. Jenson, 26th Aug. — Hoihow 25th Aug. Coal and General. — Jenson & Co.

I. F. CHAPMAN, American ship, 2,013, H. Banfield, 25th Aug. — Karberg & Co. Ballast. — Arnold, Karberg & Co.

KAGOSHIMA MARU, Japanese str., 4,404, H. I. Payne, 25th Aug. — Shanghai 22nd Aug. General. — Nippon Yusen Kaisha.

KAIKONG, British str., 288, E. P. Finkelson, 24th Aug. — Colon and Hoihow 22nd Aug. Suar and Hemp. — Butterfield & Swire.

KAWACHI MARU, Japanese str., 6,106, H. Petersen, 25th Aug. — London via Ports 24th July. General. — Nippon Yusen Kaisha.

LOOSDORF, German str., 1,029, E. Schulten, 25th Aug. — Hongkong 18th Aug. Rice. — Butterfield & Swire.

MATHILDE, German str., 807, N. Schenmann, 26th Aug. — Hoihow 25th Aug. Rice. — General. — Jenson & Co.

NAKASAKI, British str., 2,591, P. H. Rolfe, 26th Aug. — Calcutta via Straits 11th Aug. General. — Jardine, Matheson & Co.

NINGPO, British str., 1,228, E. J. 26th Aug. — Swatow 25th Aug. General. — Butterfield & Swire.

NIPPON MARU, Japanese str., 3,072, W. E. Pinner, 26th Aug. — San Francisco 26th July and Shanghai 24th Aug. Mails and General. — Togo Kisen Kaisha.

SHANGHAI, British str., 1,390, J. R. Scott, 25th Aug. — Saigon 24th Aug. General. — Jenson & Co.

THOR, German gunboat, 900, Alcock, 25th Aug. — Kowloon 18th Aug. General. — Tientsin.

TIENTSIN, British str., 2,261, C. Lindbergh, 24th Aug. — Kobe 18th Aug. General. — Butterfield & Swire.

## CLEARANCE.

AT THE HARBOUR MASTER'S OFFICE.  
Aug. 25th.

Solely Registered, British str., for Swatow.

Aug. 25th.

BEVERLY, British str., for Kowloon.

DELIA, British str., for Europe.

HONGKONG, French str., for Haiphong.

KAWACHI MARU, French str., for Kobe.

KOWLOON, German str., for Saigon.

LABRET, British str., for Manila.

LOOSDORF, German str., for Swatow.

PROGRESS, German str., for Kwangchow.

PROMINENT, Norwegian str., for Canton.

THOR, Norwegian str., for Bangkok.

Aug. 26th.

ARON, British str., for Newcastle.

COLOMBO MARU, Japanese str., for Shanghai.

HAIKUN, British str., for Coast Ports.

JOSHIN MARU, Japanese str., for Tientsin.

KWICKOW, British str., for Tientsin.

LOYAL, German str., for Saigon.

PEK, Norwegian str., for Saigon.

TAKOSAN MARU, Jap. str., for Kuchino.

TOKAWANDA, British str., for San Francisco.

VIRGINIA, British str., for Newcastle.

## SHIPPING REPORTS.

The British str. Chongshing reports: Light winds and fine weather throughout.

The British str. Achilles reports: Light S. and S.W. winds with fine clear weather throughout.

The American ship I. F. Chapman reports: Light variable airs and fine weather, sea absolutely smooth throughout.

The British str. Haitan reports: Foochow to Amoy and Swatow light variable winds, smooth sea and fine weather. Swatow to Hongkong light N.W. winds, fine weather and smooth sea.

The British str. Kaikong reports: Fine clear weather with smooth sea throughout passage. Aug. 24th passed a full-rigged American ship steering N.W. and N., lat. 16°35' N., long. 118°35' E.

The British str. Namsing reports: Left Singapore on the 26th inst., with light southerly winds, which freshened with a moderate monsoon with moderate high S.W. swell and rainy weather, lasting as far as lat. 14° N. Thence to port fine clear weather, light northerly winds and smooth sea.

## VESSELS IN DOCK.

Aug. 25th.

ABANDON DOCKS —  
KOWLOON DOCKS — Zefiro, Loyal, Glenfarg,  
COSMOPOLITAN DOCK —

## VESSELS ON THE BERTH

DAMPSCHEIFFS-REHDERER-UNION  
ACHTEN-GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"ALBION,"

Captain Petersen, will be despatched for the above Port on about the 25th August, 1906.

For Freight apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 12th July, 1906. [124]

THE NORTHERN STEAMSHIP CO., LTD.,  
OF ST. PETERSBURG.

FOR ODESSA (DIRECT).

THE Steamship

"ALEXANDER WENTZEL,"

will be despatched for the above Port on or about the 27th instant.

For Freight & Further Particulars, apply to  
BRADLEY & Co.,  
Agents.  
Hongkong, 23rd August, 1906. [1626]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

| DESTINATION                                   | VESSEL'S NAME                           | FLAG & REG.                       | BERTH                             | CAPTAIN                | FOR FREIGHT APPLY TO        | TO BE DESPATCHED         |
|---|---|-----------------------------------|-----------------------------------|------------------------|-----------------------------|--------------------------|
| 1. From Green Island to the Harbour Master's. | 2. From Harbour Master's to Blake Pier. | 3. From Blake Pier to Naval Yard. | 4. From Naval Yard to East Point. |                        |                             |                          |
| LONDON & ANTWERP VIA SINGAPORE, &c.           | SUNDA                                   | Brit. str.                        | —                                 | G. M. Montford, R.N.R. | P. & O. S. N. Co.           | About 30th inst.         |
| LONDON & ANTWERP VIA USUAL PORTS OF CALL.     | MALTA                                   | Brit. str.                        | —                                 | R. A. Peters           | P. & O. S. N. Co.           | On 8th Sept., at Noon.   |
| LONDON & ANTWERP                              | RADNORSHIRE                             | Brit. str.                        | 1m.                               | —                      | SHEWAN, TOMES & Co.         | About 20th Sept.         |
| LONDON, AMSTERDAM & ANTWERP                   | ACHILLES                                | Brit. str.                        | 1m.                               | —                      | BUTTERFIELD & SWIRE         | On 11th Sept.            |
| LONDON, AMSTERDAM & ANTWERP                   | DIOMED                                  | Brit. str.                        | 1m.                               | —                      | BUTTERFIELD & SWIRE         | On 23rd Sept.            |
| LONDON, AMSTERDAM & ANTWERP                   | CYCLOPS                                 | Brit. str.                        | 1m.                               | —                      | BUTTERFIELD & SWIRE         | On 30th inst.            |
| MARSEILLES, &c., VIA PORTS OF CALL.           | ALCIBIOUS                               | Brit. str.                        | —                                 | —                      | BUTTERFIELD & SWIRE         | On 4th Sept., at 1 p.m.  |
| MARSEILLES, &c., VIA PORTS OF CALL.           | CALEDONIAN                              | Brit. str.                        | —                                 | —                      | BUTTERFIELD & SWIRE         | On 29th inst., at Noon.  |
| BREMEN, VIA PORTS OF CALL.                    | HERVETIA                                | Ger. str.                         | k.w.                              | Gregory                | MESSAGERIES MARITIMES       | On 10th Sept.            |
| HAVRE & HAMBURG VIA STRAITS, &c.              | LIBERIA                                 | Ger. str.                         | k.w.                              | E. Malchow             | HAMBURG-AMERICA LINE        | On 22nd Sept.            |
| HAVRE & HAMBURG VIA STRAITS, &c.              | SENEGAMBIA                              | Ger. str.                         | k.w.                              | Kier                   | HAMBURG-AMERICA LINE        | On 2nd Oct.              |
| HAVRE & HAMBURG VIA STRAITS, &c.              | SEGOVIA                                 | Ger. str.                         | k.w.                              | Schoenfeld             | HAMBURG-AMERICA LINE        | On 16th Oct.             |
| HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.      | KINTUCK                                 | Brit. str.                        | 1m.                               | —                      | BUTTERFIELD & SWIRE         | On 30th Sept.            |
| HAVRE, ROTTERDAM & LIVERPOOL                  | SIBIRIAN                                | Ger. str.                         | k.w.                              | Bahle                  | MELCHERS & Co.              | About 15th Sept.         |
| COPENHAGEN & BALTIC PORTS                     | SIENIA                                  | Ger. str.                         | k.w.                              | r. Dolron              | HAMBURG-AMERICA LINE        | On 20th Sept.            |
| NAPLES, HAVRE, BREMEN & HAMBURG               | HAMBURG                                 | Ger. str.                         | k.w.                              | Filler                 | HAMBURG-AMERICA LINE        | On 30th Oct.             |
| NAPLES, HAVRE, ANTWERP & HAMBURG              | PRINCE                                  | Brit. str.                        | 1m.                               | —                      | BUTTERFIELD & SWIRE         | On 20th Sept.            |
| NAPLES, HAVRE & HAMBURG                       | AUSTRIA                                 | Aus. str.                         | —                                 | Blaffer                | BRADLEY & Co.               | To-morrow, 7 a.m.        |
| GENOA, MARSEILLES & LIVERPOOL                 | A. WENTZEL                              | Rus. str.                         | —                                 | —                      | MELCHERS & Co.              | About 27th inst.         |
| TRIESTE, &c., VIA SINGAPORE, &c.              | KITA                                    | Brit. str.                        | —                                 | Butchart               | ARNHOLD, KARBERG & Co.      | About 4th Sept.          |
| ODESSA (DIRECT)                               | FOXLEY                                  | Am. str.                          | —                                 | Petersen               | SHEWAN, TOMES & Co.         | Quick despatch.          |
| BOSTON & NEW YORK                             | JOHN HARDIE                             | Am. str.                          | —                                 | —                      | CARLOWITZ & Co.             | About 8th Sept.          |
| NEW YORK VIA PORTS & SUEZ CANAL               | ALBION                                  | Brit. str.                        | —                                 | —                      | DODWELL & Co., Ltd.         | About 17th Sept.         |
| NEW YORK VIA PORTS & SUEZ CANAL               | MONTGOMERY                              | Brit. str.                        | —                                 | R. Glegg               | STANDARD PACIFIC R. Co.     | On 30th inst., at 4 p.m. |
| NEW YORK VIA PORTS & SUEZ CANAL               | EMPEROR OF INDIA                        | Brit. str.                        | 2m.                               | F. G. Farrington       | CANADIAN PACIFIC R. Co.     | On 12th Sept., at Noon.  |
| VANCOUVER VIA SHANGHAI JAPAN, &c.             | ATHENIAN                                | Brit. str.                        | 1m.                               | —                      | BUTTERFIELD & SWIRE         | On 30th inst.            |
| VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.       | BELEPHON                                | Am. str.                          | —                                 | —                      | BUTTERFIELD & SWIRE         | About 15th Sept.         |
| PORTLAND, OREGON VIA SHANGHAI, &c.            | ARAGONIA                                | Ger. str.                         | —                                 | Ernst                  | PORTLAND & ASIATIC S.S. Co. | On 29th inst., at Noon.  |
| SALINA CRUZ, CALLAO & IQUIQUE VIA JAPAN PORTS | GLENFARG                                | Brit. str.                        | 1m.                               | —                      | TOYO KISEN KAISHA           | On 11th Sept., at Noon.  |
| AUSTRALIAN PORTS VIA MANILA                   | TEIAN                                   | Brit. str.                        | —                                 | Powell                 | BUTTERFIELD & SWIRE         | On 1st Sept., at Noon.   |
| AUSTRALIAN PORTS VIA MANILA                   | EASTERN                                 | Ger. str.                         | —                                 | Voltemas               | GIBB, LIVINGSTON & Co.      | On 13th Sept., at Noon.  |
| AUSTRALIAN PORTS VIA MANILA                   | PRINCE WALDEMAR                         | Ger. str.                         | k.w.                              | —                      | MELCHERS & Co.              | On 31st inst.            |
| YOKOHAMA & KANGAROO, NAKI, MOI & KOBE         | MAZLIA                                  | Brit. str.                        | k.w.                              | A. W. Anderson, R.N.R. | HAMBURG-AMERICA LINE        | About 2nd Sept.          |
| YOKOHAMA & KANGAROO                           | SEVIA                                   | Ger. str.                         | —                                 | —                      | HAMBURG-AMERICA LINE        | Quick despatch.          |
| YOKOHAMA & KANGAROO                           | SIAM                                    | Dut. str.                         | —                                 | —                      | JAVA-CHINA JAPAN LINE       | About 14th Oct.          |
| YOKOHAMA & KANGAROO                           | CHONGSHING                              | Brit. str.                        | —                                 | —                      | MELCHERS & Co.              | On 29th inst., at 4 p.m. |
| YOKOHAMA & KANGAROO                           | KOWLOON                                 | Ger. str.                         | k.w.                              | —                      | JARDINE, MATHESON & Co.     | Quick despatch.          |
| YOKOHAMA & KANGAROO                           | SENEGAMBIA                              | Ger. str.                         | —                                 | —                      | SIEMSEN & Co.               | To-morrow.               |
| YOKOHAMA & KANGAROO                           | PRINCE WALDEMAR                         | Ger. str.                         | —                                 | —                      | HAMBURG-AMERICA LINE        | On 24th inst.            |
| YOKOHAMA & KANGAROO                           | PRINCE HEINRICH                         | Ger. str.                         | —                                 | —                      | MELCHERS & Co.              | On 29th inst.            |
| YOKOHAMA & KANGAROO                           | CHONGSHING                              | Brit. str.                        | 1m.                               | —                      | JARDINE, MATHESON & Co.     | On 30th inst., at 4 p.m. |
| YOKOHAMA & KANGAROO                           | SHANGHAI                                | Brit. str.                        | —                                 | —                      | BUTTERFIELD & SWIRE         | On 30th inst.            |
| YOKOHAMA & KANGAROO                           | SHANGHAI                                | Brit. str.                        | —                                 | —                      | P. & O. S. N. Co.           | About 8th Sept.          |
| YOKOHAMA & KANGAROO                           | SHANGHAI                                | Brit. str.                        | —                                 | —                      | MELCHERS & Co.              | About 14th Sept.         |
| YOKOHAMA & KANGAROO                           | SHANGHAI                                | Brit. str.                        | —                                 | —                      | BUTTERFIELD & SWIRE         | On 29th inst.            |
| YOKOHAMA & KANGAROO                           | SHANGHAI                                | Brit. str.                        | —                                 | —                      | OSAKA SHONEN KAISHA         | To-morrow, at Noon.      |
| YOKOHAMA & KANGAROO                           | SHANGHAI                                | Brit. str.                        | —                                 | —                      | DOUGLAS LAFRAIK & Co.       | To-morrow, at Noon.      |
| YOKOHAMA & KANGAROO                           | SHANGHAI                                | Brit. str.                        | —                                 | —                      | BUTTERFIELD & SWIRE         | On 31st inst., at 4 p.m. |
| YOKOHAMA & KANGAROO                           | SHANGHAI                                | Brit. str.                        | —                                 | —                      | JARDINE, MATHESON & Co.     | On 1st Sept., at Noon.   |
| YOKOHAMA & KANGAROO                           | SHANGHAI                                | Brit. str.                        | —                                 | —                      | SHEWAN, TOMES & Co.         | On 8th Sept., at Noon.   |
| YOKOHAMA & KANGAROO                           | SHANGHAI                                | Brit. str.                        | —                                 | —                      | DAVID SASSON & Co., Ltd.    | To-morrow, at Noon.      |

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND PORTLAND, OREGON.

| STEAMSHIP   | TONS. | CAPTAIN  | FOR                   | TO SAIL AT NOON |
|-------------|-------|----------|-----------------------|-----------------|
| "ARAGONIA"  | 5,198 | Ernst    | August 29th, 1906.    |                 |
| "NICOMEDIA" | 4,370 | G. Meier | September 16th, 1906. |                 |
| "NUMANTIA"  | 4,370 | Feldmann | October 9th, 1906.    |                 |

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, AGENT.

Hongkong, 4th August, 1906. [13]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN   | FOR     | SAILING DATE.      |
|-----------|-------|-----------|---------|--------------------|
| ZAFIRO    | 2540  | R. Rodger | Manila. | On 1st Sept. Noon. |
| RUBI      | 2540  | R. Almond | Manila. | On 8th Sept. Noon. |

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 19th August, 1906. [15]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

|                      |     |     |                     |
|----------------------|-----|-----|---------------------|
| S.S. "JOHN HARDIE"   | ... | ... | About 25th August.  |
| S.S. "SOUTH AMERICA" | ... | ... | About 10th October. |

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS

Hongkong, 9th August, 1906. [19]

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR   | STEAMERS              | TO SAIL             | REMARKS.                   |
|---|-----------------------|---------------------|----------------------------|
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | SUNDA                 | About 30th August   | Freight and Passage.       |
| YOKOHAMA VIA SHANGHAI, MANILA and NAGASAKI, MOI & KOBE                      | A.W. Anderson, R.N.R. | About 2nd September | Freight and Passage.       |
| SHANGHAI  | DEVANHA               | About 6th September | Freight and Passage.       |
| LONDON &c., VIA USUAL PORTS OF CALL   | MALTA                 | Noon, 8th September | See Special Advertisement. |

For further Particulars, apply to

E. A. HEWITT,  
Superintendent.

Hongkong, 27th August, 1906. [1]

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR      | STEAMERS     | TO SAIL.                    |
|----------|--------------|-----------------------------|
| TIENTSIN | "CHONGSHING" | Wed. day, 29th Aug., 4 p.m. |
| SHANGHAI | "CHOYSANG"   | Thursday, 30th Aug., 4 p.m. |
| MANILA   | "YUENSANG"   | Friday, 31st Aug., 4 p.m.   |

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to  
HONGKONG, 25th August, 1906.

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS. [18]

## EAST ASIATIC CO., LTD.

COPENHAGEN.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG.

| STEAMSHIP                                 | TONS. | CAPTAIN | FOR | SAILING DATE.          |
|---|-------|---------|-----|------------------------|
| SHANGHAI, YOKOHAMA, KOBE and VLADIVOSTOCK | ...   | ...     | ... | On or about 14th Sept. |
| TONGKUI, YOKOHAMA and KOBE                | ...   | ...     | ... | On or about 14th Oct.  |
| ODESSA                                    | ...   | ...     | ... | On or about 15th Sept. |

FOR COPENHAGEN AND BALTIC PORTS.

S.S. "SIBIRIAN" ... on or about the 1st Oct. from Hongkong.

S.S. "TRANQUEBAR" ... on or about the 1st Oct. from Hongkong.

For Further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.

Hongkong, 8th August, 1906. [1367]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain.         | Sailing Date.         |
|----------|-------|------------------|-----------------------|
| PLEIADES | 3,753 | E. G. Farrington | About 15th September. |
| LYRA     | 4,417 | G. V. Williams   | On 29th September.    |
| SHAWMUT  | 9,606 | E. V. Roberts    | On 24th October.      |

For Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.

QUEEN'S BUILDINGS.  
Hongkong, 4th August, 1906. [7]

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW

THE Company's Steamship

"HAITAN,"

# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD.

**JOINT SERVICES.**  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

| FROM                  | STEAMERS      | TO                 | DATE |
|-----------------------|---------------|--------------------|------|
| GLASGOW and LIVERPOOL | "BELLEROPHON" | On 27th August.    |      |
| GLASGOW and LIVERPOOL | "TEENKAI"     | On 6th September.  |      |
| GLASGOW and LIVERPOOL | "MACHAON"     | On 13th September. |      |
| GLASGOW and LIVERPOOL | "MOYUNE"      | On 20th September. |      |
| GLASGOW and LIVERPOOL | "AGAMENNON"   | On 27th September. |      |
| GLASGOW and LIVERPOOL | "CALCHAS"     | On 4th October.    |      |
| GLASGOW and LIVERPOOL | "MENECLAUS"   | On 11th October.   |      |
| GLASGOW and LIVERPOOL | "NINGCHOW"    | On 18th October.   |      |

## HOMEWARDS.

| FROM                             | STEAMERS   | TO                 | DATE |
|----------------------------------|------------|--------------------|------|
| LONDON, AMSTERDAM and<br>ANTWERP | "ACHILLES" | On 28th August.    |      |
| LONDON, AMSTERDAM and<br>ANTWERP | "ALCINOUS" | On 30th August.    |      |
| LONDON, AMSTERDAM and<br>ANTWERP | "DIOMEDE"  | On 11th September. |      |
| LONDON, AMSTERDAM and<br>ANTWERP | "PELEUS"   | On 20th September. |      |
| LONDON, AMSTERDAM and<br>ANTWERP | "CYCLOPS"  | On 25th September. |      |
| LONDON, AMSTERDAM and<br>ANTWERP | "KINTUCK"  | On 30th September. |      |

## TRANS-PACIFIC SERVICE.

Operating in conjunction with  
**THE NORTHERN PACIFIC RAILWAY CO.**  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

| FROM   | STEAMERS      | TO                 | DATE |
|--|---------------|--------------------|------|
| VICTORIA, SEATTLE, TACOMA, &<br>PACIFIC COAST PORTS, VIA<br>NAGASAKI, KOBE and YOKO. | "BELLEROPHON" | On 28th August.    |      |
| HAMA   | "NINGCHOW"    | On 29th September. |      |

## WESTWARD.

| FROM   | STEAMERS  | TO                | DATE |
|--|-----------|-------------------|------|
| TACOMA, SEATTLE, VICTORIA &<br>PACIFIC COAST | "STENTOR" | On 9th September. |      |

For Freight, apply to—

**BUTTERFIELD & SWIRE,**

AGENTS. [9-10]

Hongkong, 4th August, 1906.

# CHINA NAVIGATION CO. LIMITED.

| FOR  | STEAMERS    | TO              | DATE |
|--|-------------|-----------------|------|
| MANILA, ZAMBOANGA, PORT<br>DAWID, THURSDAY ISLAND,<br>COOKTOWN, CATRAN,<br>TOWNSVILLE, BRISBANE,<br>SYDNEY and MELBOURNE | "TSINAN"    | On 27th August. |      |
| MANILA   | "CHINKIANG" | On 28th August. |      |
| NINGPO   | "SHAOHSING" | On 30th August. |      |

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A fully qualified  
Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**

AGENTS. [11]

Hongkong, 25th August, 1906.



# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

| FOR                                 | THE CO.'S S.S.  | LEAVING                         |
|-------------------------------------|-----------------|---------------------------------|
| TAMU via SWATOW,<br>AMOI and FOCHOW | "FRITHJOF"      | TUESDAY, 28th Aug.,<br>at Noon. |
|                                     | H. A. HARALDSEN |                                 |

\* These Steamers have excellent accommodation for First and Second Class Passengers, and  
are fitted throughout with electric light. First-class Saloon Amidsip. Unrivaled Table.  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply to the Company's local Branch Office,  
Second Floor, No. 1, Queen's Building.  
Hongkong, 27th August, 1906. T. ARIMA, Manager [14]

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
15 DAYS HONGKONG to VANCOUVER.

| R.M.S.              | PROPOSED SAILINGS. | (Subject to Alteration). | TO         | ARRIVE VANCOUVER |
|---------------------|--------------------|--------------------------|------------|------------------|
| "EMPERESS OF INDIA" | 6,000              | THURSDAY, 20th Aug.      | 17th Sept. |                  |
| "ATHENIAN"          | 3,382              | WEDNESDAY, 12th Sept.    | 6th Oct.   |                  |
| "EMPERESS OF JAPAN" | 6,000              | THURSDAY, 27th Sept.     | 15th Oct.  |                  |
| "MONTEAGLE"         | 6,163              | WEDNESDAY, 3rd Oct.      | 27th Oct.  |                  |
| "EMPERESS OF CHINA" | 6,000              | THURSDAY, 23rd Oct.      | 12th Nov.  |                  |
| "TAMAR"             | 4,425              | WEDNESDAY, 31st Oct.     | 24th Nov.  |                  |

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.  
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 32 days from YOKOHAMA  
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.  
Intermediate Steamers at 12 Noon.

R.M.S. "MONTEAGLE," "TAMAR" and "ATHENIAN" carry Intermediate  
passengers only, at intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent,  
Corner Pedder Street and Praya, opposite Blake Pier.

[6]

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS              | SAILING DATES            |
|-----------------------|--------------------------|
| PRINZ EITEL FRIEDRICH | WEDNESDAY 29th August    |
| SAUSEN                | WEDNESDAY 12th September |
| PRINZ HEINRICH        | WEDNESDAY 26th September |
| GRISSENHOF            | WEDNESDAY 10th October   |
| PRINZ LUDWIG          | WEDNESDAY 24th October   |
| PRINZESS ALICE        | WEDNESDAY 7th November   |
| ROON                  | WEDNESDAY 21st November  |
| BUELOW                | WEDNESDAY 5th December   |
| PRINZ REGENT LUITPOLD | WEDNESDAY 19th December  |

ON WEDNESDAY, the 29th day of AUGUST, 1906, at Noon, the Steamship "PRINZ  
EITEL FRIEDRICH" Captain Malchow, with MALES, PASSENGERS, SPECIE  
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 27th Aug. Cargo and  
Specie will be received on Board until 5 p.m. on TUESDAY, the 28th Aug. and Parcels  
will be received at the Agency's Office until Noon, on TUESDAY, the 28th Aug.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses.  
Linen can be washed on board.

| RATES OF PASSAGE MONEY FROM HONGKONG:         | 1st Class | 2nd Class | 3rd Class |
|---|-----------|-----------|-----------|
| TO NAPLES, GENOA and GIBRALTAR                | 201 0 0   | 121 0 0   | 222 0 0   |
| TO SOUTHAMPTON, LONDON, BREMEN<br>AND HAMBURG | 91 0 0    | 63 0 0    | 33 0 0    |

\* TO NEW YORK VIA SUEZ  
Via NAPLES, GENOA or GIBRALTAR return 115 0 0 79 0 0 47 0 0  
Via BREMEN or SOUTHAMPTON return 123 0 0 83 0 0 49 0 0

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar  
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co., from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.  
INTERUPTION OF THE VOYAGE IN EGYPT:  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOF, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

| STEAMERS        | SAILING DATES       |
|-----------------|---------------------|
| PRINZ WALDEMAR  | TUESDAY, 18th Sept. |
| PRINZ SIGISMUND | TUESDAY, 10th Oct.  |
| WILLEHARD       | TUESDAY, 13th Nov.  |

ON TUESDAY, 18th SEPTEMBER, at Noon, the Steamship "PRINZ WALDEMAR,"  
Captain Woltemas, with Males, Passengers and Cargo, will leave this port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Rates can be washed on board.

| RATES OF PASSAGE MONEY FROM HONGKONG: | 1st Class | 2nd Class | 3rd Class |
|---------------------------------------|-----------|-----------|-----------|
| TO MANILA                             | \$50.—    | \$30.—    | \$20.—    |
| TO NEW GUINEA                         | \$25.—    | \$18.10   | \$14.00   |
| TO SYDNEY                             | \$20.—    | \$14.—    | \$10.—    |
| TO BRISBANE                           | \$20.—    | \$14.—    | \$10.—    |
| TO MELBOURNE                          | \$24.10   | \$16.—    | \$12.—    |
| TO YOKOHAMA                           | \$80.00   | \$60.00   | \$40.00   |
| TO KOBE                               | \$95.00   | \$70.00   | \$50.00   |
| TO YOKOHAMA and back from KOBE        | \$140.00  | \$100.00  |           |

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class  
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 237 0 0.  
TO EUROPE VIA AUSTRALIA AND AMERICA 96 0 0.  
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San  
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## EUROPEAN & AUSTRALIAN SERVICE

| STEAMERS          | SAILING DATES                           |
|-------------------|---|
| SHANGHAI YOKOHAMA | PRINZ WALDEMAR ... Wednesday, 29th Aug. |
| SHANGHAI NAGASAKI | PRINZ HEINRICH ... Wednesday, 29th Aug. |
| KOBE & YOKOHAMA   | GRISSENHOF ... Wednesday, 12th Sept.    |
| SHANGHAI NAGASAKI |   |
| KOBE & YOKOHAMA   |   |

Reaching Yokohama in less than six days.  
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., or O. & S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

| 1st Class                             | 2nd Class | 3rd Class |
|---------------------------------------|-----------|-----------|
| To London via Plymouth or Southampton | 262 0 0   | 131 0 0   |
| To Bremen                             | 65 0 0    | 32 0 0    |
| To Paris via Cherbourg                | 65 0 0    | 32 0 0    |
| To Naples, Genoa via Gibraltar        | 65 0 0    | 32 0 0    |

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to—

**MELOERS & CO., AGENTS.** [5]

# HAMBURG-AMERIKA LINIE

HOME LINE—OUTWARD.

| DESTINATION               | STEAMERS   | TO SAIL    |
|---------------------------|------------|------------|
| SHANGHAI, YOKOHAMA & KOBE | SENEGAMBIA | 28th Aug.  |
| YOKOHAMA & KOBE           | SUEVIA     | 5th Sept.  |
| YOKOHAMA & KOBE           | SEGAVIA    | 13th Sept. |
| SHANGHAI, YOKOHAMA & KOBE | BRISGAVIA  | 20th Sept. |
| SHANGHAI, YOKOHAMA & KOBE | HABSBURG   | 28th Sept. |

HOME LINE—HOMEWARD.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, OPORTO, LIVERPOOL, GLASGOW, BREMEN, GENOA, PORTS in the  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.  
Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and  
Persian Gulf Ports.

| DESTINATION                       | STEAMERS        | TO SAIL       |
|-----------------------------------|-----------------|---------------|
| NAPLES, HAVRE, BREMEN & HAMBURG   | SILEZIA         | On 6th Sept.  |
| via Singapore, Penang and Colombo | HELVETIA        | On 10th Sept. |
| HAVRE and HAMBURG                 | Capt. Neumann   | On 20th Sept. |
| NAPLES, HAVRE, ANTWERP & HAMBURG  | SCANDIA         | On 22nd Sept. |
| via Singapore, Penang and Colombo | LIBERIA         | On 2nd Oct.   |
| HAVRE and HAMBURG                 | SENEGAMBIA      | On 16th Oct.  |
| via Singapore, Penang and Colombo | SEGAVIA         | On 30th Oct.  |
| NAPLES, HAVRE and HAMBURG         | Capt. Schönlank |               |
| via Singapore, Penang and Colombo | HABSBURG        |               |

\* Special attention of intending Passengers is drawn to the splendid accommodation of these  
steamers. Saloon and cabins amidsips. Lighted throughout by electricity. Duty qualified  
doctor and stewards on board. Laundry on board.

## COAST SERVICE.

| STEAMERS | DESTINATION          | TO SAIL   |
|----------|----------------------|-----------|
| DAPHNE   | NAGASAKI & YOKOHAMA  | 31st Aug. |
| KOWLOON  | SHANGHAI & CHINKIANG |           |

\* Taking Cargo at Through Rates to TIENTSIN and CHINKIANG.  
For Freight and Passage, apply to—  
For Steamers of the Coast Service Marked; to—  
**SIEMSEN & CO.** HONGKONG OFFICE. [12]

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER   | FROM  | EXPECTED<br>ON OR<br>ABOUT  | WILL LEAVE FOR     | ON OR ABOUT                 |
|-----------|-------|-----------------------------|--------------------|-----------------------------|
| TJIPANAS  | JAVA  | First half of<br>September  | JAPAN via SHANGHAI | First half of<br>September  |
| TJILATJAP | JAPAN | First half of<br>September  | JAVA PORTS         | Second half of<br>September |
| TJILIWONG | JAVA  | Second half of<br>September | JAPAN via SHANGHAI | Second half of<br>September |
| TJIMAH    | JAPAN | Second half of<br>September | JAVA PORTS         | First half of<br>October    |

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE

**JAVA-CHINA-JAPAN LIJN.**

York Buildings, 1st Floor.  
Hongkong, 27th August, 1906.

Telephone No. 375. [16]

## VESSELS ON THE BEATH

## SHIPPING IN PORT.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at MANILA, PORT DARWIN and  
QUEENSLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

\* EASTERN.  
Captain Powell, will be despatched for the  
above Ports on SATURDAY, 1st September,  
at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating  
Chamber, which ensures the supply of Fresh  
Fruit, ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.  
For Freight or Passage, apply to—  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 3rd August, 1906. [1522]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUST-  
RALIA, INDIA, ADEEN, BAYPE,  
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

\* "MALTA."  
Captain R. A. Peters, carrying Hi-  
Majesty's Mails, will be despatched for this for  
Bombay on SATURDAY, the 8th September  
at Noon, taking passengers and cargo for the  
above ports in connection with the Company's  
s.s. Macedonia, 10,512 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.  
Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Bombay by the E.M.S. Acadia, due  
in London on 21st October.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to—  
**E. A. HEWITT,**  
Superintendent.

Hongkong, 27th August, 1906. [1]

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).

PROPOSED SAILINGS FROM HONGKONG.  
1906

"ATHOLL" ... About 28th Sept.  
"PEROLL" ... To follow.

For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
Agents.

Hongkong, 29th July, 1906. [787]

# Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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